REALIGNMENT OF OSH FUNCTIONS

CAPT C.D. Brassington, MSC, USN,
Director of OSH Programs
Naval Safety Center
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Realignments & Initiatives

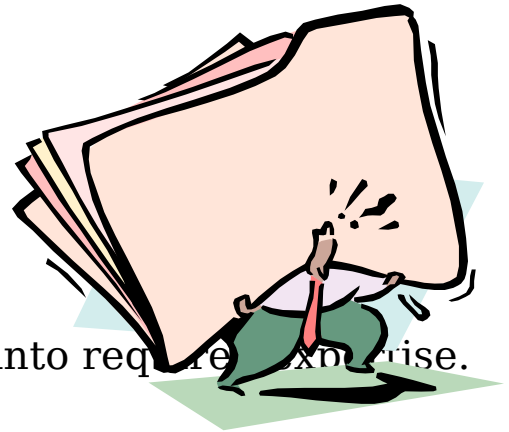
- CNO N454 realignment under COMNAVSAFECEN initiated in May 2002.
- NAVOSH & Environmental Training Center became a subordinate command of Naval Safety Center in October 2003.
- Commander, Navy Installations (CNI) in 2003 created Public Safety Department, effecting regional and base safety offices.
- Other initiatives:
  - Navy and Marine Corps Safety Council
  - Naval Safety Strategic Plan
  - 50% Mishap Reduction Challenge

Status of OSH Realignment

- OPNAVNOTE to implement realignment of OSH program under COMNAVSAFECEN going forward for final signatures.
- Will be announced by NAVADMIN and ALSAFE messages.
- NAVSAFECEN DET Washington D.C.
  - Have applied for separate UIC.
  - Personnel have transferred to SAFECEN D.C. offices.
  - Manning:
    - 2 military (O-6's)
    - 3 CIVPERS (2 SAFECEN, 1 NAVFAC).
    - 1 contractor support position.
  - Deputy N09FB and OIC of DET CAPT John
  - COMNAVSAFECEN is ADDU to SECNAV, so D
    local interface with DASN(S) staff.

Delineation of Functions - D.C.

- Provides more Safety Center presence “where the action is”.
- CNO, USMC, SECNAV and DoD interface and liaison.
- Represent Navy at various task Forces, Councils and Committees.
- Field policy decisions, changes, impacts.
- Handle CHINFO, Congressional, and high level budget issues.
- Local availability to work with SYSCOMS on systems safety, OSH, and operational safety issues.
- Staff can cover all areas:
  - Aviation safety
  - Systems Safety
  - Occupational Safety and Health
  - Off-duty and Traffic Safety
  - Operational/afloat safety
  - Shore safety
  - Works closely with Norfolk staff to tap into required expertise.



Delineation of Functions - Norfolk

- OSH Directorate established and staffed.
- Will field OSH directives reviews and changes for CNO N09F/ COMNAVSAFECEN signature.
- Handles technical OSH issues from various sources.
- Infusing OSH into other SAFECEN functions.
- Maintains OSH web page.
  - Transferring NAVOSH.Net content to Safety Center Web Site.
  - Higher visibility for OSH overall -
    - **Site now gets over 25,000 hits per DAY.**
    - **Site got over 1 MILLION hits in January 2004 alone.**
- Taking the NAV out of NAVOSH to extend applicability to a broader customer base, such as the Marine Corps.
- Building on a strong NAVOSH foundation to evolve and imbed OSH into the Naval Safety Program.
- Provides additional participants in DoD Task Forces and Navy and Marine Corps Safety Council committees.

NAVOSHENVTRACEN Realignment

•Effective October 2003, became subordinate command of COMNAVSAFECEN.

•Will retain MSC IHO as Commanding Officer.

•Will expand safety training services to Marine Corps.

•Key to professional development efforts for civilian safety community:

- New project to enhance DoN civilian communities.
- DASN(S) named Safety Civilian Community Leader.
- SkillsNet survey conducted of GS-018/019's.
- Core competencies and functions being identified.
- May justify GS-018 becoming a professional series.
- Results will drive changes in training.

•A safety "Center of Excellence" separate from CNETC, but with an MOA with NPDC.

chool Alignment Advantages

- Direct Flag advocate.
- Remain active in safety policy and strategic planning.
- More opportunities for unconventional training methods (college credits, intern programs, etc.)
- Shared Safety Center human resources and expertise.
- Remain as integral component of Navy and Marine Corps safety

CNI Safety Program

- Commander, Navy Installations was stood up in October 2003.

- CNI is the resource sponsor/program director for the general safety, security and protection of personnel and property at Navy shore installations.

- Major areas include:
  - > Force Protection
  - > Federal Fire issues
  - > Emergency Management
  - > Safety

- Claimants retain mission safety responsibilities.

- CNI takes care of Other Base Operating Support (OBOS).

- CNI Safety will cover OSH, Explosives Safety, Traffic Safety and Recreational/ Off-Duty Safety

CNI Safety Challenges

Standardization

- Standardize the CNI SOH Program among the Navy regions
- Identify best practices
- Standardize guidance on implementing the CNO and IG Program Review and Measurement System (PR&MS) SOH inspection program
- Establish metrics to document the status of the CNI SOH Program
- Track improvements that lead to mishap reduction

Resources

- Fund SOH programs to meet Navy requirem
- Fund Traffic Safety and Recreational/Off-D ety programs
- Investigate safety program management da bases

NAVY AND MARINE CORPS SAFETY COUNCIL

- Charted by SECNAV in November 2003 (charter on SAFECEN web).
- First meeting at working level 16 Dec 2003.
- First Flag Level meeting 17 March 2004.
- Formed to take on SECDEF challenge to reduce preventable mishap by 50% by end of FY05.
- COMNAVSAFECEN and CMC(SD) co-chair, report to DASN(S).
- Four Safety Committees, representing communities:
  - Aviation Safety Committee
  - Afloat Safety Committee
  - Shore Safety Committee
  - Ground Tactical Safety Committee
- Provides flag level, stakeholder ownership of safety initiatives, mishap prevention efforts, and **resource** issues.
- CNO N45 NAVOSH Quality Council disbanded and folded into the Shore Safety Committee. May retain QMBs as working groups.

Naval Safety Strategic Plan

- Titled “Naval Safety Strategy 21”.
- Provides strategic guidance for DoN to achieve safety excellence to support mission accomplishment.
- Supports Naval Power 21 which was jointly issued by SECNAV, CNO and CMC in October 2002.
- Strategy oversight by DASN(S).
- Executed through Navy and Marine Corps Safety Council.
- Goals include leadership, accountability, resources, risk management, systems safety, technology, and a culture of safety.
- Being finalized and should be signed out by mid-year.
- Goes beyond 50% reduction by end of FY05 - short and long range planning.
- Folded in a number of items from NAVOSH Strategic Plan - now broader in scope and includes USMC.

Naval Safety Mission

Enhance warfighting capabilities by preventing mishaps
by imbedding safety and risk management into all we do.

50% MISHAP REDUCTION PLAN

- SECDEF challenge accepted by SECNAV.
- SECNAV asked CNO and CMC for the “plan” to accomplish a 50% reduction by the end of FY05.
- NAVSAFECEN and CMC(SD) drafted POA&Ms, submitted by CNO & CMC to SECNAV for approval.
- Need greatest reductions in 2 areas:
  - Aviation mishaps (high $$$$ costs for equipment, average $21M crash).
  - Motor vehicle and off-duty fatalities.
- Most emphasis and effort will be placed in these areas.
- Using Class A mishap data and Lost Work Day Rates as performance metrics.
- Highest lost work time cause are ergonomically-related disorders.
- Occupational Health challenge - 50% reduction in lost work time by applying ergonomics principles.
  - Need surveys to define problems.
  - Need cost data to solve problems.
  - Need systems safety changes to prevent problems.